C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 53 No. 3 | INTELLIGENCE | Page 19

BRITISH AEROSPACE, which has been successful in marketing its BAe 125 business jets in Brazil, is seeking partners in that nation to help establish a 125 service center. There are approximately 20 BAe 125s operating in Brazil, including 11 of the company's latest 125-800 models, and establishment of a service center in the country would bolster prospects for additional aircraft sales.

CHARLES W. DIEKER, 56, executive vice president of marketing at Beech Aircraft, has decided to retire at the end of the year. Dieker, who has been with Beech since 1965 and has headed the company's marketing operations since 1985, told *BA* his retirement has been planned for some time and that the time between now and the end of the year should permit an orderly transition by his successor.

ENVIRONMENTAL PROTECTION AGENCY has received yet another letter from Congress questioning the applicability of the Clean Air Act to piston aircraft engines. Most recent letter was sent last week by Rep. Dan Glickman (D-Kan.), who supported an exemption of aircraft engines from the 1992 ban on the manufacture of engines requiring leaded fuel. Glickman said Congress did not intend to include aircraft engines in the ban, adding that inclusion could compromise safety. Glickman's letter is at least the fifth from Congress to EPA on this matter – Rep. John Dingell (D-Mich.) wrote the agency at least three times and leaders of the Public Works and Transportation Committee sent a letter strongly supporting an exemption *(BA, June 24/261).*

NATIONAL TRANSPORTATION SAFETY BOARD is investigating the possibility that a nearly new Robinson R-22 that crashed this month in Phoenix was felled by a model rocket. The aircraft was being operated by Mike Nuetzman, 50, a retired police officer who was serving as a traffic reporter for radio station KTAR. The helicopter crashed into a house on July 3 and Nuetzman was killed. Investigators have found a red scrape or smear on the bubble canopy of the helicopter and although the mark has not been officially linked to some spent red rocket casings found near the crash site, there is speculation that Nuetzman may have lost control of the helicopter when he made a sudden attempt to avoid a rocket.

HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE last week approved $8.93 billion for FAA's fiscal 1992 budget. Amount falls short of the Bush administration's request for a $9.267 billion budget but is a 10 percent increase over the fiscal 1991 budget. Budget provides $2.471 billion for facilities and equipment, $4.342 billion for operations, $218 million for research, engineering and development, and $1.9 billion for the Airport Improvement Program. AIP level fulfills the congressional requirement that the combined fiscal 1991 and 1992 appropriations reach $3.7 billion in order for airports to retain their authority to charge passenger facility fees.

NATIONAL BUSINESS AIRCRAFT ASSOCIATION is sponsoring a meeting next week between senior officials of FAA's Eastern Region and 30 NBAA member companies that hold Part 135 certificates. The two-day session, scheduled for Teterboro, N.J., is aimed at finding solutions to a number of problems and complaints by operators, including the lack of consistency in rule interpretation and enforcement by FAA officials in different offices and delays in getting approvals of requested changes in Minimum Equipment Lists (MELs). The association plans to sponsor similar meetings in other regions of the country.

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • **Dave Collogan**/Editor, **Kerry Lynch**/Assistant Editor, **Martin Sibley**/Senior Copy Editor, **Tom Woodall**/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9528/90) • **Officers of McGraw-Hill, inc.**; Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $420, 6 months $275. Quantity rates on request. Mailed first class. COPYRIGHT © 1991 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

BUSINESS AVIATION BRIEFS

A CASA C-212-200 operated by Peruvian regional airline Aerochasqui was shot down by machine-gun fire from national police. Press reports said the 10 policemen, who apparently wanted to force the pilot of the aircraft to land so they could search it for drugs, had been drinking. The aircraft, with a crew of three and a reported 14 passengers, was departing from the Bellavista airport in a coca-growing area about 360 miles northeast of Lima.

* * *

GOV. ROY ROMER this month signed legislation that designates 75 percent of the money collected from aviation fuel taxes will go to individual airports and the remaining 25 percent to the Colorado Aviation Fund for various aviation programs. Previously, revenue generated from aviation-related taxes was diverted into the general fund. Colorado Supreme Court is reviewing the constitutionality of the law.

* * *

ROBERT D. FOX, SR., director of marketing and sales for Hillcrest Aircraft Co., Inc., Lewiston, Idaho, took over as chairman of the board of the Helicopter Association International this month. Fox, a former senior vice president of Evergreen Helicopters, has served on the HAI board since 1987 and has been active in a number of HAI committees.

* * *

DASSAULT ELECTRONIQUE of France has signed an agreement with the Bendix/King Air Transport Avionics Division of Allied-Signal to jointly produce, market and service a satellite communications (SATCOM) airborne antenna system for aircraft. Dassault Electronique has developed and will manufacture the system including test equipment and spare parts. Bendix/King will market the system and provide worldwide product support. The Ft. Lauderdale, Fla. company also will be responsible for system integration and coordination of all supplemental type certificates.

* * *

J. RALPH ATKIN, founder and chairman of the board of SkyWest Airlines, has retired as chairman, but will continue as a member of the board of directors. Atkin, who has been chairman of the carrier since its inception in 1972, said the change will permit him to devote more time to his new responsibilities as co-director of the Utah Division of Business and Economic Development. Jerry C. Atkin will continue as president and chief executive of the carrier, which is based in St. George, Utah.

* * *

NATIONAL BUSINESS AIRCRAFT ASSOCIATION board of directors named Alan Darrow to the new position of executive vice president. Darrow, who joined NBAA in 1984, had been vice president-administration. He will continue to be responsible for NBAA's annual meeting and convention and for oversight of NBAA's membership recruitment, communications, accounting and fiscal operations and office and personnel administration.

* * *

AIRCRAFT OWNERS AND PILOTS ASSOCIATION has selected Drew Steketee to handle the association's communications and public relations programs. Steketee, who began his new duties last week, is expected to be named an AOPA vice president following an AOPA board meeting this week. Steketee most recently headed the Washington office of the Partnership for Improved Air Travel and previously held public relations posts with Beech Aircraft, the General Aviation Manufacturers Association and the Airport Operators Council International.

* * *

ACCIDENTS AND INCIDENTS involving business jets and turboprops that occurred since the beginning of the year are detailed *in charts on Pages 27-28.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving single- and twin-turbine-powered helicopters, are available from Breiling. A review of accidents that occurred last year is available in *1990 Turbine Aircraft Accident Analysis,* published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

COPYRIGHT © 1991 McGRAW-HILL, INC.

1991 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	L-25C	Crash during approach in heavy rain,IMC	PT-KKV	Brazil	App	Pass	5	D
02-15	G-II	Ran off runway landing, IMC conditions	N85EQ	OH	Ldg	Pass	-	S
02-13	L-35A	Crash during approach	N535PC	CO	App	Pass	3	D
02-16	CE-500	Failed to extend gear prior landing	N11HJ	U.K.	Ldg	Tra	-	S
02-18	DA-900	Uncontained engine failure during climb	N90EW	CO	Clb	Pass	-	M
02-23	1123	Overshot landing, main gear collapse	XA-POJ	Mexico	Ldg	Pass	-	S
03-01	CE-550	Left main ldg. gear collapsed landing	N1958N	GA	Ldg	Pass	-	S
03-04	L-35A	Veered off runway during landing	N136JP	OH	Ldg	Pass	-	S
03-16	HS-125-1A	Collided with mountain, night departure	N831LC	CA	Clb	Pass	10	D
03-18	CE-650	Cowling separation during flight	C-GCFP	ID	Cru	Pass	-	M
03-18	L-25D	Crash app. in IMC, no further information	PT-LLL	Brazil	Ldg	Pass	4	D
04-02	CE-500	Hard ldg., windshear, nose gear collapse	N101HB	CA	Ldg	Pass	-	M
04-08	1124	Swerve, runway departure during takeoff	N41WH	CO	TO	Pass	-	S
04-10	NA-265	Nose gear collapse ldg. Hyd. malf/failure	N7146O	VA	Ldg	Pass	-	S
06-17	G-III	Hit mountainous terrain during approach	N204RC	Venez.	App	Pass	4	D

Information is based on preliminary reports and is subject to change as investigation continues.

Copyright ROBERT E. BREILING ASSOCIATES

COPYRIGHT © 1991 McGRAW-HILL, INC.

1991 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	BE-90F	Pwr.loss init.clb.,following eng.change	N311DS	TX	Clb	Ferry	-	S
01-11	BE-200	Hard landing in IMC, icing conditions	N200MR	MO	Ldg	EMS	-	S
01-14	BE-200	Fuel exhaustion, off airport landing	G-VPLC	U.K.	Ldg	Pass	-	S
01-30	BE-200	Hit snowbank on rwy side.IMC,low vis.app.	N30SE	PA	Ldg	Pass	-	S
02-01	BE-200	Engine cowl separation in flight	N5584M	IN	Desc	Pass	-	M
02-22	MU-2	Crash following steep turn on takeoff	N274MA	OK	TO	Test	3	D
03-13	BE-200	Rt. main gear collapsed during landing	G-SWFT	U.K.	Ldg	Pass	-	S
03-30	PA-31T	Nose gear collapsed landing	N308SC	AK	Ldg	Pass	-	S
05-04	BE-90F	Nose gear collapsed landing	N208RC	FL	Ldg	Pass	-	S
05-07	MU-2	Mid air during attempted night formation	N106MA	TX	Clb	Ferry	1	D
05-21	MU-2	Crash, circumstances unknown	F-GDHS	France	App	Pass	3	D
05-23	AC-690C	Partial flap sys. failure on approach	N81TR	CO	App	Ferry	-	N
06-17	BE-90	Gear up landing	N819P	WA	Ldg	Ferry	-	S
06-24	SA-227TT	Veered right landing, nose gear collapse	N13JV	MS	Ldg	Ferry	-	S
06-29	MU-2	Crash during approach	N2CJ	CA	App	Pass	4	D

Information is based on preliminary reports and is subject to change as investigation continues.

Copyright ROBERT E. BREILING ASSOCIATES

COPYRIGHT © 1991 McGRAW-HILL, INC.